

Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1.-12. (Cancelled)

13. (Currently Amended) A device for driving a coolant pump for the coolant circuit of an internal combustion engine for a motor vehicle, the device coolant circuit comprising a drive train having a drive wheel, a first clutch comprising a fluid friction clutch and a drive shaft for driving the coolant pump, the device comprising:

- a) a second clutch which comprises an electromagnetic clutch and which is connected into the drive train parallel to the fluid friction clutch,
- b) the drive wheel which comprises a pulley with a web, and wherein
- c) the fluid friction clutch and the electromagnetic clutch each comprise a driving disk which can be driven by the pulley, [[and]]
- d) the fluid friction clutch and the electromagnetic clutch are arranged on opposite[[both]] sides of the web and the driving disks are fastened on the drive shaft, and
- e) the drive shaft is mounted rotatably in a bearing housing which comprises a coolant pump impeller fastened to its driven shaft end and the driving disks fastened to its driving end.

14. (Previously presented) The device as claimed in claim 13, wherein the driving disk of the fluid friction clutch is arranged rotatably in a working space which is formed by the pulley, the web thereof and a cover and is filled with viscous fluid.

15. (Currently Amended) A device for driving a coolant pump for the coolant circuit of an internal combustion engine for a motor vehicle, the device comprising a drive train having a drive wheel, a first clutch comprising a fluid friction clutch and a drive shaft for driving the coolant pump, the device comprising:

- a) a second clutch which comprises an electromagnetic clutch and which is connected into the drive train parallel to the fluid friction clutch,
- b) the drive wheel which comprises a pulley with a web, and wherein

c) the fluid friction clutch and the electromagnetic clutch each comprise a driving disk which can be driven by the pulley,

d) the fluid friction clutch and the electromagnetic clutch are arranged on opposite sides of the web and the driving disks are fastened on the drive shaft, and

e) The device as claimed in claim 13, wherein the electromagnetic clutch further comprises a positionally fixed magnet coil, magnetic-flux-guiding rings connected to the pulley and a magnet armature which is connected in an axially movable, but rotationally fixed manner to the driving disk via leaf springs.

16. (Currently Amended) The device as claimed in claim 23[[13]], wherein the drive shaft is mounted rotatably in a bearing housing which comprises a coolant pump impeller fastened to its driven shaft end and the driving disks fastened to its driving end.

17. (Previously presented) The device as claimed in claim 15, wherein the electromagnetic clutch is arranged between pulley and coolant pump impeller, and the magnet coil is fastened to the bearing housing.

18. (Previously presented) The device as claimed in claim 13, wherein the pulley together with the fluid friction clutch and the rotating part of the electromagnetic clutch is designed as a drive unit which is preassembled and can be plugged onto the drive shaft.

19. (Previously presented) The device as claimed in claim 18, wherein the drive unit is mounted on a hollow shaft and is connected to the drive shaft via the hollow shaft by means of a central connecting member.

20. (Previously presented) A method for controlling the speed of rotation of a coolant pump for the coolant circuit of an internal combustion engine of a motor vehicle, the coolant pump being driven mechanically by the internal combustion engine via a belt drive, the method being carried out by a device according to claim 13, and the method comprising:

driving the coolant pump in a first stage at a first lower speed of rotation and in a second stage at a second higher speed of rotation, and

switching over from one stage to the other as a function of at least one parameter of the internal combustion engine.

21. (Previously presented) The method as claimed in claim 20, wherein the switching over from the first stage to the second stage takes place when a value for at least one of the following parameters exceeds a predetermined limit value:

- coolant temperature,
- engine oil temperature,
- engine torque,
- ratio of engine power to coolant temperature, and
- ratio of engine power to speed of rotation of the engine.

22. (Previously presented) The method as claimed in claim 20, wherein the switching over from the second stage to the first stage takes place when a limit value for the speed of rotation of the engine is exceeded.

23. (New) A device for driving a coolant pump for the coolant circuit of an internal combustion engine for a motor vehicle, the device comprising a drive train having a drive wheel, a first clutch comprising a fluid friction clutch and a drive shaft for driving the coolant pump, the device comprising:

- a) a second clutch which comprises an electromagnetic clutch and which is connected into the drive train parallel to the fluid friction clutch,
- b) the drive wheel which comprises a single pulley with a central web, and wherein
 - c) the fluid friction clutch and the electromagnetic clutch each comprise a driving disk which can be driven by the pulley, and
 - d) the fluid friction clutch and the electromagnetic clutch are arranged on opposite sides of the web and the driving disks are fastened on the drive shaft.